



MARAD Update



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Schubert Signs New Agreements with the Russian Federation and the Export-Import Bank

Maritime Administrator Captain William G. Schubert recently signed two agreements: one to cooperate with Russia on maritime issues and one to make U.S.-flag carriers more competitive.

On November 4 and 5, maritime delegations from the United States and the Russian Federation held talks on maritime transportation issues at the United States Merchant Marine Academy in Kings Point, N.Y. Captain Schubert led the American delegation; Vyacheslav V. Ruksha, Head of the Federal Maritime and River Transport Agency, led the Russian delegation. The talks produced agreements to share mutual interests in maritime education and training, and to permit scholarly pursuits and interactions beneficial to both institutions.

On October 26, the Export-Import Bank of the United States (Ex-Im Bank) and the Maritime Administration signed a Memorandum of Understanding to establish a program to provide Ex-Im Bank-guaranteed working capital loans for shipping, logistics, and other companies involved in ocean-freight transportation.

"This agreement is a win for American labor and business, a win for freight forwarders, and a win for U.S.-flag carriers. By providing credit terms and more access to working capital for small and medium U.S. exporters and their logistics-service providers that ship on U.S.-flag vessels, we will make them more competitive and create more U.S. jobs," said Captain Schubert.



Left to Right: Vyacheslav V. Ruksha and Captain William G. Schubert signing the agreed minutes of the consultations on maritime issues at Kings Point. Background, Left to Right: Dave Palmer, USMMA; Greg Klein, MARAD.

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— America's Best Kept Secret —

The United States Merchant Marine Academy

By Eileen S. Roberson
Associate Administrator for Administration

The United States Merchant Marine Academy (USMMA) is one of America's best-kept secrets! One of five federal service academies, it is an accredited four-year institution that awards Bachelor of Science degrees to its graduates.

Operated by the Maritime Administration (MARAD) and located in Kings Point, New York, the Academy educates and trains professional U.S. merchant marine officers to serve America's economic and national defense interests. Students major in Marine Transportation, Maritime Operations and Technology, Logistic and Intermodal Transportation, Marine Engineering, Marine Engineering Systems, Marine Engineering and Shipyard Management, and Dual Licensing. Upon graduation, they receive a merchant marine officer's license from the U.S. Coast Guard. Graduates are also commissioned as reserve officers in any branch of the armed forces, with an option to pursue an active-duty commission. The entire Regiment of Midshipmen is generally about 950, of which 225 students are at sea (sea duty/sea year) at any given time during the year. The average size of the incoming class at Kings Point is about 275 students.

One of the challenges facing MARAD is minority representation at the USMMA. Based on recent Academy class enrollment statistics from 2005 through 2008, a total of 141 women have been recruited, which represents 14 percent of the total midshipmen on board, and 89 minorities, which represents 9 percent. The Academy's Admissions Office is aggressively pursuing recruitment strategies to increase women and minority representation. Some of these activities included: produced a new brochure mailed to 20,000 high-school women with strong SAT scores; mailed promotional information to 24,000 highly qualified minority students; and sponsored students to attend the prep-school programs at New Mexico Military Institute.

There has been regular attendance at recruitment events such as the West Point-sponsored JROTC Jamborees in Atlanta, Chicago, Memphis, and Philadelphia, as well as the National Heritage and Diversity College Admissions Expo in the Washington, D.C., metropolitan area.



At MARAD headquarters, a number of efforts are being spearheaded to educate and publicize the USMMA and recruit a diverse pool of applicants. Tracey L. Ford, one of MARAD's 2004-2006 Transportation Leadership Program participants, will be visiting a number of Washington, D.C., metropolitan-area schools and college fairs to increase public awareness and diversity representation at the Academy.

Upcoming Events

Containerization and Intermodal Institute
2004 Connie Awards Honoring Nicola Arena and
Charles Raymond
Newark, NJ
December 9, 2004
(732) 817-9131

World Research Group
Maritime Port and Cargo Security Summit
San Diego, CA
January 25-26, 2005
www.worldrg.com

If you know of an upcoming event you would like published in the *MARAD Update*, please submit it to Ella Thomas at ella.thomas@marad.dot.gov.

Conference Commemorates 30th Anniversary of Women Students at Kings Point

By Martin Skrocki, Public Information Officer, USMMA

In the summer of 1974, the United States Merchant Marine Academy made headlines and history. Fifteen women, the first to ever attend a federal service academy, were enrolled as members of the freshman class. The other federal academies like West Point and Annapolis would not admit women for another two years.

On October 17 and 18, the Academy commemorated this milestone with a two-day conference, "Making a Difference: 30 Years of Women at Kings Point."

A goal of this event, according to Dr. Jane Brickman, head of the Humanities Department at the Academy and an advisor to women at the Academy for many years, was to have female graduates from the last 30 years meet with today's female students. "Through this interaction, our current women came to appreciate the issues and challenges that faced female students at Kings Point in the early years of the program," she said. "At the same time, our alumnae saw how far we've come since 1974."

The program began on October 17 with roundtable discussions of such topics as: Do women leaders face special challenges? Do women participate in the classroom equally with men? Could they be better prepared for going off to

sea? Is social life possible at the Academy? The discussions were followed by a dinner during which a number of guest speakers reflected on the experiences of women during different periods since 1974.

The program on October 18 began with the viewing of a special video about the admission of women to the Academy, produced by Susan Clark, Public Affairs Officer for MARAD. Three panel discussions followed, looking at the topics of women in seagoing careers, ashore in professional and academic pursuits, and balancing work and family.

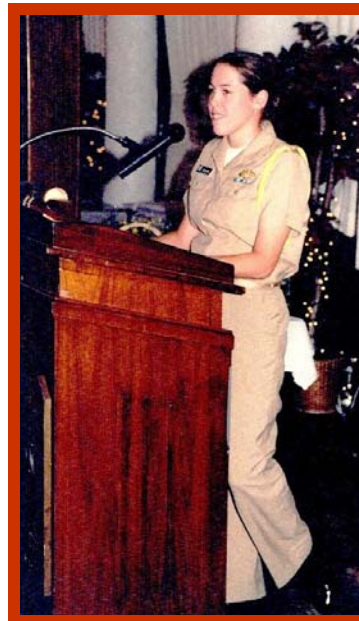
The conference closed with a luncheon for the Academy's entire Regiment of Midshipmen. The keynote speaker at the gathering was Maria Brooks, a documentary filmmaker from Oakland, Calif. Her current project is a film entitled, "Shipping Out: The Story of America's Seafaring Women."

Feedback from the conference was extremely positive. The participants enjoyed the opportunity to interact with each other and express their views and opinions. One thing was certain: the Academy will not wait another 30 years for the next such gathering!



Capt. Mary McWilliams, USCGR (Ret.), speaking to the alumnae about the problems and challenges that the first women faced at Kings Point.

Capt. McWilliams was the original advisor to women at the Academy from 1974 to 1976.



Midshipman Jacqueline McKoin speaking to the alumnae about women today at the Academy – what opportunities they have and what challenges they face.

Williamson Turn

A Williamson Turn is a maneuver used to turn a vessel and put it on an exact reverse course. This will be an occasional feature in the *MARAD Update*, using the archives of the Office of Congressional and Public Affairs and other sources, to revisit a point previously passed through: a point in time.

Bob Hope's Christmas Radio Broadcast to the U.S. Merchant Marine Everywhere December 22, 1944

"This is Bob Hope speaking to you from Hollywood. Three days from now we'll be celebrating Christmas here in the United States. We'll gather around Christmas trees with our children and exchange presents with those we love. Merry Christmas with stars on the Christmas tree and stars in the eyes of our kids... and stars in the windows of our homes. Blue stars for those still at home. Gold for the men who'll be spending Christmas with God. And silver stars for the ones over there, like the boys I'm going to introduce to you in a moment.

They're Z-men. Did you ever hear of Z-men? Sounds like a gag, doesn't it? Well, it isn't. Z-men are the guys without whom General 'Ike's' Army and Admiral Nimitz's Navy couldn't live. Five thousand seven hundred of them have died from enemy torpedoes, mines, bombs, or bullets since our zero hour at Pearl Harbor.

Z-men are the men of the Merchant Marine. They carry a big wad of identification papers in a book called a Z book, so they call them Z-men. They're union men, too. They work for scale. Yeah, scale! Joe Squires worked for scale. He was a seaman on the *S.S. Maiden Creek*. He and Hal Whitney, the deck engineer, stayed aboard to handle the lines so the rest of the crew could get away before the *Maiden Creek* sank under waves thirty feet high. The crew was saved. They never saw Joe or Hal again. Did anyone ever make a wage scale big enough to pay for a man's life? Joe and Hal gave theirs voluntarily. So did 5,698 others. Did anyone ever devise a scale big enough to make men brave?

The Navy shares life and death, attack and victory, with the men of the U.S. Merchant Marine.

Listen, it takes nerve to go to work in a hot engine room, never knowing when a torpedo might smash the hull above you and send thousands of tons of sea water in to snuff out your life. It takes courage to sail into the waters of an enemy barbaric enough to tie your hands and feet and submerge you so you can drown, like a rat, without a fight. It takes courage to man an ammunition ship after you heard how Nazi bombers blew up 17 shiploads of ammunition at Bari, [Italy,] and not a man was ever found of the crews. I was there about that time. I'll never forget it. Neither will men like Admiral King, who said, 'The Navy shares life and death, attack and victory, with the men of the U. S. Merchant Marine.' Yeah, it's Merry Christmas, Monday, for a lot of us except the boys of the Army, Navy, and Merchant Marine. Our Z-men will be on the high seas or in ports far away from home.

Before this program is over, you'll hear their ship leaving with another cargo for the war zone, a cargo like 500,000 tons of vital supplies and the 30,000 troops the Merchant Marine delivered for General MacArthur in the first three weeks on Leyte. Like the 70 million tons it delivered to all the fighting fronts in 1944.

Seventy million tons! Ninety percent of all the war supplies we used all over the world. These boys won't be in the United States for Christmas, so the USS—United Seamen's Service—is providing them with an early Christmas party, which we're all invited to attend."

Then the broadcast cut to an announcer speaking live from the flying bridge of a Liberty ship, where the crew was having an early Christmas party. The program closed to a choir singing, while in the background listeners heard the sounds of the ship departing.

The full text of this broadcast is available at www.usmm.org/quotes.html.

Source: December 1998 Newsletter, American Merchant Marine Veterans, Midwest Chapter, and [The Ugly Duckling](#)